

**NOTE: THESE ARE THE APPROVED MINUTES OF THE NOVEMBER 18, 2015 MEETING.
THEY WERE APPROVED AT THE FEBRUARY 17, 2016 DTEC MEETING**

**DIXIE TRANSPORTATION EXECUTIVE COUNCIL (DTEC)
MINUTES
November 18, 2015**

VOTING MEMBERS PRESENT

Zachary Renstrom, County Commission
Chairman Chris Hart, Ivins Mayor
Vice Chairman Jon Pike, St. George Mayor
John Bramall, Hurricane Mayor
Wayne Peterson, Leeds Mayor
Ken Sizemore, Santa Clara City Council
Darrin LeFevre, Toquerville City Mayor
Kerry Gubler, LaVerkin Mayor

OTHERS PRESENT

Stan Smith, Springdale Mayor
Cameron Cutler, St. George City
Arthur Lebaron, Hurricane City
Terry Bell, Rockville Town Council
Vicki Bell, Rockville Deputy Clerk
Bill Swadley, Senator Hatch's Office
Dana Meier, UDOT
Rick Torgerson, UDOT
Myron Lee, Dixie MPO
Dave Demas, Dixie MPO
Monte Thurber, City of St. George
Millie Cockerill, City of St. George
Chuck Gillett, Ivins City
Ron Whitehead, Washington County
Susan Crook, Citizens for Dixie's Future
Craig Shanklin, Southern Utah Bicycle Alliance
Fred Davies, Sun Tran
Lisa Rutherford, Ivins Citizen

CALL TO ORDER

Chairman Chris Hart welcomed all in attendance and introductions were made. It was established that a quorum exists for voting on action items.

BUSINESS

A. Approval of Minutes from October 21, 2015 Meeting

MOTION: Motion by Mayor Peterson to Approve the Minutes from the October 21, 2015, DTEC meeting. Motion seconded by Mayor LeFevre and carried by unanimous vote.

B. TAP Fund Application (Santa Clara/Ivins)

The Dixie Metropolitan Planning Organization (MPO) receives approximately \$70,000 per year to program towards transportation alternative projects. Map 21 created this fund to consolidate several different types of money enhancements such as: safe route to schools and sidewalk monies. No money has been designated towards projects in the last three (3) years, leaving \$240,000 available. Two (2) applications were received this year from the City of Santa Clara and Ivins to add \$240,000 worth of funding to the Old Highway 91 project that is scheduled to be built in 2016. This money would go towards a bicycle/pedestrian trail along the edge of the road. Dixie Transportation Advisory Committee (DTAC) has recommended this project for approval to the Dixie Transportation Executive Committee (DTEC). If DTEC approves this project it will then be sent to Region 4 at Utah Department of Transportation (UDOT) for final approval.

MOTION: Motion by Mayor Pike to Approve TAP Fund spending on the project as presented. Motion seconded by Ken Sizemore and carried by unanimous vote.

REPORTS / DISCUSSIONS

A. JPAC Report

Ken Sizemore stated that the main discussion at the November JPAC meeting was in regards to Proposition 1. After the final votes were in, it was determined that Salt Lake City did not pass Proposition 1 by a 4,000 vote margin. It also did not pass in Utah County as well as several other counties. The discussion at JPAC as to the reasoning it did not pass in the Wasatch Front region was due to UTA's image being tarnished. UTA has been working on trying to overcome that image but it was not enough to sway voters at this time. Ten (10) of the seventeen (17) counties passed Proposition 1. The opportunity to put this on future ballots is still available and each county will need to determine if and when they will add it to the ballot.

Mayor Hart expressed that based upon the outcome of the election, the Washington County Commissioners made the right call in not putting Proposition 1 on the ballot this year. The goal will be to educate the public for next year since it will make very little difference in terms of cost to the County, to put it on the ballot.

The long-term transportation bill was another topic of discussion at JPAC. The House and Senate are continuing to try to work towards a resolution in regards to the transportation bill. The continuing resolution has a deadline of Friday and more than likely they will extend funding under a Continuing Resolution until December to allow

additional time to finalize the transportation bill. The Senate would like a five (5) year bill with increased funding over the course of the five (5) years and the House would like a six (6) year bill with level funding.

The gas tax increase will take effect January 1, 2016 and it was reported that the first revenues should be disbursed sometime in June of 2016.

There was also a presentation given at the JPAC meeting from Envision Utah.

B. BLM Resource Management Plan Comments

Myron Lee stated that the Bureau of Land Management (BLM) public comments on the Resource Management Plan (RMP) deadline was Monday, November 16, 2015. The MPO worked with the County to ensure that the comments were in cohesion. The MPO appreciated the County's assistance, along with the Mayors in putting together the information to submit to the BLM.

Mr. Lee reiterated that the BLM, in putting out the RMP, has not followed their own procedures, regulations and processes in several places. The goal is to have the BLM work more closely with the County on various issues. The MPO's particular concern is transportation with the Northern Corridor being the main issue.

Commissioner Renstrom stated that every organization that was contacted concerning the RMP submitted comments. He was also impressed with the community and how involved they were in submitting comments to the BLM and the BLM mentioned that they have been overwhelmed with the amount of comments they have received. Commissioner Renstrom went on to say that he believes positive things will result but is unsure if enough changes will take place where a lawsuit will not result.

(See attached for the MPO's comments to the BLM)

C. Local Option Sales Tax report/presentation **i. Transit**

Fred Davies gave a presentation on Sun Tran and the growth that would be possible with the passing of the Local Option Sales Tax. Currently there are six (6) routes from central St. George to Ivins. Each bus runs 256 miles per day and 76,000 miles a year. There are presently forty (40) minute wait times in between buses but the hope is that it will improve as Sun Tran expands. The fare is one dollar (\$1) from when an individual gets on to when they get off including pre-transfers, and it is only fifty cents (\$.50) for Americans with Disabilities Act patrons. Two (2) bikes and two (2) wheelchairs are able to be accommodated on each bus. The Sun Tran serves 1800 rides per day. Visitors

to this area assume that there will be a bus to transport them to various destinations and there are times that visitors have to be informed that the service does not extend to the particular area they are trying to reach. Current customers want more direct routes and more frequent coverage. Each bus route costs approximately \$400,000 annually to operate. Federal Grants cover sixty percent (60%), local match covers thirty percent (30%) and the fare charge contributes ten percent (10%). If the Local Option Sales Tax was available, it would triple the capacity in the City of St. George over the next three (3) years; expanding bus routes, fleet maintenance, bus frequency on routes, passengers riding, and expanding neighboring service.

Mr. Davies went on to mention that this could save money for families by potentially eliminating the need for an additional car. Studies also show that riding a bus proves to be healthier due to the walk or bike ride to and from the bus route.

(See attached for the Power Point presentation and handout of Optional Local Sales Tax)

ii. Roads

Myron Lee stated that at the previous meeting Mayor Hart asked the MPO staff to put together a presentation concerning the Local Option Sales Tax and the impacts it would have on roads. Myron then went over the Long Range Transportation Plan that showed the projection of population to the year 2040. From this projection, needs for providing transportation is then calculated upon the anticipated growth and traffic congestion. Based upon this model, a project list was formed with three (3) phases with the objective of bringing transportation time delays down. Phase one (1) is projects needed to meet the travel demand between now and the year 2025. Phase two (2) is what would be needed between the years 2025 and 2035. Phase three (3) is projects needed between the years 2035 and 2040. In developing the project list, 123 state and local projects were deemed regionally significant and a cost estimate accompanied each of those. From those projects, a list was created with non-developer costs for local projects that totaled \$610 million dollars needed over the next twenty-five (25) years. The existing funding sources for transportation was then looked at and it was determined that the existing funding totals \$290 million dollars, leaving a gap of \$320 million dollars. Mr. Lee then presented four (4) different options to close the gap and one of those included the Local Options Sales Tax. With all four (4) assumptions utilized, it leaves a \$10 million dollar gap, although, Mr. Lee stated that as being negligible since there is a significant difference between a planning estimate and a project estimate. If the gap is not closed through the tax options presented, then the gap would need to be closed through contributions from the various cities' general funds. If nothing is built, there will be 45,000 hours of traffic delay per day. If we utilize the existing funding resource there will be 19,000 hours of traffic delay per day and if

things are built according to the plan with the existing funding and assumed funding, it will drop to 10,000 hours of traffic delay per day by the year 2040.

Mr. Lee then distributed a handout that showed the different counties that passed Proposition 1 and the estimated figures for the year 2017.

Mayor Hart appreciated the presentation and would like Mr. Lee to work with the various cities to customize the presentation to make it more personable for the various mayors to use. In launching the education campaign it is imperative for the residents to see what will or won't happen within their community, based upon the Local Option Tax.

(See attached for the Power Point presentation and handout)

D. TIP Process

Myron Lee stated that two (2) applications have been received for the TIP Funding and there is \$2.3 million dollars to program in the year 2020. The applications include Merrill Road Extension in Washington City and a River Road bridge widening in St. George. DTAC is ranking those projects and at the next DTEC meeting a funding package recommendation will be presented to the Board.

E. Unified Transportation Plan

The Long Range Transportation Plan that was put together in 2015 has been compiled with the Transportation Plans of other Utah MPO's, UDOT and Utah Transit Authority. This compilation has been titled the Unified Transportation Plan and collaborates on funding assumptions so that the same numbers are being used on the estimations of project costs, future funds and forecasts. This will be available on-line as an interactive document for individuals to view specific roads of interest.

F. 2016 Goals / Themes

The theme and goals should include the education of the Local Option Sales Tax, Vision Dixie, inter-connectivity of trails, transit and active transportation. Mayor Pike stated that the Board should plan regionally and implement locally.

UDOT / FHWA BUSINESS UPDATES

A. UDOT Updates

There was a UDOT Commission meeting last Thursday and Friday, November 12th and

13th, in Hurricane Utah. A few changes were made locally to road projects in regards to restructuring the timing based upon discussions with St. George City. The Mall Drive project will start next year followed by the widening between Exit 4 and 5 southbound and northbound lanes, and then the Bluff Street project will follow.

There will be speed limit changes as follows: miles 0 to 11.6 will move to 70 miles per hour, miles 11.6 to 16 will stay at 75 miles per hour, and miles 16 to 24 ½ will move to 80 miles per hour.

The middle section on the Southern Parkway is scheduled to open January 4, 2016.

B. Federal Updates

i. Federal Transportation Reauthorization

The long-term transportation bill is nearing a resolution. Senator Hatch is one of the negotiators and representing the Senate side of the conversation and the goal is to have it resolved by December 4, 2015. At this stage there is an agreement on the six (6) year bill but it has yet to be determined what funding sources will accompany it. The House proposed using the federal surplus account and the Senate has proposed selling oil from the federal strategic petroleum reserve.

OTHER BUSINESS

Monte Thurber and Millie Cockerill from the City of St. George did a presentation on trail direction and wayfinding signs. The City of St. George received a recreational trails grant from the State. The purpose of this grant is to create destination signage for trails. The City of St. George is partnering with the Southwest Health Department, who also received a grant to get people out and active that required adding the distance and time for bikers and pedestrians to the destination signs. The goal is to do approximately 134 locations within the next eighteen (18) months. Public comments have been that they appreciate the trails but it is unclear as to where they lead. The grant is not exclusive to the City of St. George so with leftover funds the intent is to do other cities as well. The signs are designed with an area at the top for each city or county to include their logo. These vinyl signs are easily removed for updates or repair. The objective is to start a County-wide sign program and there was a discussion concerning all the cities and the County coordinating the trail signs to ensure uniformity since the trails are multijurisdictional.

Ken Sizemore reminded the group to keep in mind that there has been an ultimate objective to create a trail from Zion to Gunlock.

(See attached for presentation)

It was mentioned that the Transportation Expo will be February 9, 2016.

NEXT MEETING

Next Scheduled DTEC meeting: December 16, 2015

ADJOURN

Having no other business, Chairman Hart adjourned the meeting at 1:33 p.m.

Minutes prepared by Nicholle Felshaw